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A

**SKETCH OF NORWICH:**

INCLUDING

**NOTES OF A SURVEY**

**OF THE TOWN:**

*Worthington, D. S.*  
BY W. M. LESTER, J. R.,  
A. D. 1833.

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NORWICH:

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IN EXCHANGE

*Yale University*

OCT 17 1913

## A SKETCH

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### THE TOWN OF NORWICH, CONN.

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According to popular opinion, the town of NORWICH, and parts of the adjacent towns, was originally obtained of the Mohegan tribe of Indians, in consideration of certain valuable services rendered Uncas by two English gentlemen from Saybrook; by supplying his men with provisions while besieged in a fort. But from the best testimony now to be obtained from some of our oldest inhabitants, descendants of the first settlers, and from the deed of conveyance from Uncas in 1659 to Thomas Leffingwell and thirteen others, the country, as the deed expresses it, nine miles square, but in fact nearly twelve, embracing the town of Norwich, part of Preston, Griswold, Lisbon, Franklin and Bozrah, was conveyed in consideration of sundry articles of clothing, spoons, &c., amounting to the sum of sixty pounds.

The first settlement was made soon after at Bean Hill, (now called on the Map, Westville.) Afterwards, and for a number of years, the principal business was done at what is now locally called the Town: but subsequently it was found more convenient to do business nearer the Wharves, and that section of the town now holding the City Charter began to be the chief seat of mercantile operations. But, as was the natural consequence of several rival villages in one town, few permanent improvements were made until within a few years.

On the east side of the town, near Greeneville, is Sachem's Plain, on which may be seen the grave of Miantonomo who fell by the hand of Uncas. A large heap of stones mark the spot. When Miantonomo fell, Uncas, with usual savage barbarity, cut from his shoulder a piece of flesh and ate it triumphantly, saying: "It was the sweetest meat he ever tasted; it made his heart strong."

About the latter part of the last century the citizens of this place were extensively engaged in commerce, and at one time more than eighty sail of vessels, principally brigs and schooners,

were employed from this port chiefly in the West India trade. But owing to various causes this trade so entirely declined that for some years enterprize of every kind was unknown—and no spirit for improvement seen in any part of the town until an impetus was given to business by the establishment of manufactures among us: and now it may be truly said, in the language of a Gazetteer, to be "A flourishing, manufacturing and commercial city and township, at the head of navigation on the river Thames; 13 miles north of New London; 38 from Providence by the new Turnpike; 38 from Hartford, and 50 from New Haven. Lat.  $41^{\circ} 33'$ ; Lon.  $70^{\circ} 1'$  west. Population in 1830 was 5170; now, 1833, about 6000."

The City, situated on the point of land between the junction of Yantic and Shetucket rivers, is the most commercial part; and is a place of considerable business, and rapidly increasing. Its situation is peculiarly beautiful and romantic, most of the buildings being on the declivity of a hill, the streets rising one above another and ornamented with handsome Churches, an Academy, Town Hall and City Court House, and many elegant dwelling-houses. In the rear of the hill on the north is a beautiful plain, on which are laid out several handsome streets, shaded with ancient trees and ornamented with many retired and pleasant residences. Near this plain on the bank of the Yantic is romantically situated the ancient burying-ground of the Kings or Chiefs of the Mohegans. Here a monument is about to be erected to the memory of Samuel Uncas, "the friend of the whites." The corner stone was laid by Andrew Jackson, President of the U. S., assisted by Lewis Cass, during their late visit to New England. Few places in the United States afford a greater variety of scenery than Norwich; consisting of hills and dales, plains and meadows, intersected with numerous streams, and affording many fine prospects.

The principal rivers within the town are the Thames, Shetucket and Yantic. Near the mouth of the latter is a beautiful fall, which, when the water is high, affords a cascade of 30 or 40 feet; at other seasons is principally used to propel machinery. At this place are two extensive Cotton Mills, a Woolen Factory, Iron Foundry, Nail Factory, Rolling Mill, Bleaching and two extensive Paper Mills. Besides the city, which was incorporated in 1784, is Yanticville, Westville, the Town (so called) and Greeneville: the latter place is of but recent growth. Two or three years since a Dam was built by the Norwich Water Power Company across the Shetucket at this place, which

is calculated to afford sufficient power to carry 40 or 50 thousand spindles, and about half the amount of which have been sold and extensive manufacturing establishments have been erected; two large Cotton Mills, a Paper Mill, Button Mill, a Flannel manufactory, and a Carpet and Rug manufactory, which, for the great perfection attained, the latter establishment deserves particular commendation. This village is laid out with streets intersecting each other at right angles, and bids fair, ere long, to be a populous and thriving place.

At Yanticville and Westville are large manufacturing establishments. At the Town are many pleasant residences for gentlemen retired from the noise and bustle of business. Here for many years have been located the County Buildings, in which the Courts of the County are held alternately with New London. Besides the Manufactories already alluded to, there are extensive manufactories of lines, cordage, marble paper, bobbins, morocco, silver plate, suspenders, webbing, &c. The aggregate amount of the manufactures at this time, is estimated at one million of dollars annually. The Water power now used and which may be used in and near this town, is rivalled by few places in this country. A considerable amount of Capital is now employed by the citizens of this place in the Whale and Seal Fisheries, and in the coasting trade. In the town are four Banks, with an aggregate capital of Twelve Hundred Thousand Dollars; a Savings Society, in which the deposites now amount to more than One Hundred and Thirty Thousand Dollars; two Insurance offices, and two Printing offices. A Company has been incorporated with a capital of one million of Dollars for the purpose of constructing a Rail Road from the city to Worcester in Massachusetts, to intersect with the Boston and Worcester Rail Road. This road is laid in the valleys of the Quinebaug and French Rivers, through a rich agricultural and manufacturing country; passing, in the space of fifty miles, near (as accurately ascertained) more than one hundred Cotton and Woolen Factories. Preparations are now making to commence this great work at as early date as possible.

Within the town are eight houses for public worship; three for Congregationalists, one for Episcopalians, one for Baptists, two for Methodists and one for Universalists: and preparations are making for *building* two more.

## BOUNDARIES.

I. Line between Norwich and *Lisbon* by the Shetucket River; commencing at Lathrop's Bridge.

Courses.	Distance.
deg. min.	Rods.
1. N. 23. 45. E.	56.
2. N. 80. 30. E.	22.
3. N. 19. 30. E.	30.
4. N. 43. 20. E.	24.
5. N. 19. W.	73.
6. N. 3. 15. W.	42.
7. N. 9. 12. W.	61.
8. N. 6. 30. E.	40.
[9. S. 80. 30. W.	2. Offset.]
10. N. 15. E.	36.
11. N. 34. 45. E.	100.
12. N. 33. 15. E.	16.
13. N. 11. 30. W.	26,80. } To the Falls.
14. N. 26. 30. W.	35. } Courses 13, 14, 15, 16, in the
15. N. 19. W.	24. } old channel of the River, which is
16. N. 18. 30. E.	24. } dry except at time of flood.
17. N. 15. W.	56.
18. N. 00. 36. W.	149.
19. N. 13. W.	20.
20. N. 29. 10. W.	51.—To Lovett's Bridge, and Nor-
21. N. 26. 45. W.	59. —wich & Woodstock Turnpike. }
22. N. 9. W.	22,80.
23. N. 00. 40. E.	17,80.
24. N. 16. W.	64.
25. N. 39. 15. W.	45,60.
26. N. 56. W.	24.
27. N. 51. 15. W.	24.
28. N. 65. 45. W.	10,40.
29. N. 23. 15. W.	19.—To Kirtland Brook.
30. N. 53. 10. W.	14,80.
31. N. 69. W.	62,40. } between Norwich and Franklin.
32. N. 76. W.	36.—To Cold Brook, and the line ————— [between Norwich and Lisbon. 1285,60 Rods, whole distance on the line be-

II. Line between Norwich and *Franklin*; commencing at the mouth of Cold Brook.

Courses. deg. min.	Distance. Rods.
1. S. 82. 30. W.	634.—To Scotland Road. [tic River.
2. S. 30. 30. W.	888.—To Yantic Brook. To the Yan-
3. N. 44. 30. W.	227.—To large Buttonwood Tree stand- ing on the east bank of Susque- tonscut Brook—being a monu- ment in the boundaries of Nor- wich, Franklin and Bozrah, 39 rods on this line, to the Yantic River.

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1749 Rods between Norwich & Franklin.

III. Line between Norwich and *Bozrah*; commencing at the last-mentioned monument.

Courses. deg. min.	Distance. Rods.
1. S. 20. E.	48.
2. S. 61. E.	13. } By Susquetonscut Brook.
3. S. 19. E.	38. }
4. S. 41. E.	26.—By the Yantic River.
5. S. 11. 40. W.	320.
6. S. 23. W.	54.
7. S. 30. W.	260,80.—To noted Beech Tree.
8. S. 9. 15. E.	80.
9. S. 6. 30. E.	560.—To Road. To Bozrah Brook,
10. S. 18. 45. W.	97.—To monument standing on the north bank of Trading Cove brook, in the boundaries of Norwich, Boz- rah and Montville, 21 on this course to Norwich & Colchester old Road; 75 to Norwich & Salem Turnpike.

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1496,80 Rods between Norwich & Bozrah.

IV. Line between Norwich and *Montville*, by Trading Cove Brook and Trading Cove—commencing at last-mentioned monument.

Courses. deg. min.	Distance. Rods.
1. S. 9. 15. W.	21
2. S. 58. E.	6

3. S. 72.	E.	30
4. S. 77.	E.	40
5. S. 72. 45.	E.	37
6. S. 25. 45.	E.	12
7. S. 78. 15.	E.	30,40
8. S. 14. 15.	E.	12
9. S. 60. 15.	E.	16
10. S. 42. 15.	E.	9,20
11. S. 68. 15.	E.	32
12. N. 54. 30.	E.	36
13. S. 76. 30.	E.	49,60
14. S. 23. 30.	E.	29
15. S. 41. 30.	E.	21
16. S. 68.	E.	36
17. N. 61. 30.	E.	26
18. N. 6. 15.	E.	8
19. N. 61. 45.	E.	18,40
20. S. 73. 30.	E.	22,40
21. N. 67. 20.	E.	44—To Brook.
22. S. 20. 20.	E.	36
23. East.		13,20
24. S. 8. 30.	W.	48
25. S. 46. 15.	E.	25,20
26. N. 85. 45.	E.	20,80
27. S. 47. 45.	E.	35,20—To Norwich and New London
28. S. 1. 20.	E.	18 }
29. S. 49.	E.	18,80 }
30. S. 6. 10.	W.	16 }
31. S. 17. 50.	W.	17,60 }
32. S. 61.	E.	13—To road from Norwich City to
33. N. 44. 45.	E.	12—Across the Bridge.
34. S. 29. 45.	E.	8
35. S. 72.	E.	8—To Head of Trading Cove.
36. N. 65. 15.	E.	22,80
37. N. 62.	E.	36
38. N. 13. 50.	W.	22
39. N. 10. 10.	E.	13
40. N. 51.	E.	13
41. S. 66. 15.	E.	16
42. N. 53. 30.	E.	8
43. N. 24.	E.	8
44. N. 68. 30.	E.	12
45. S. 17.	E.	8

46. S. 85.	E.	12
47. S. 65.	E.	28
48. N. 76.	E.	21,60
49. S. 64. 30. E.		40
50. S. 6. 30. W.		34,40
51. S. 29. 15. E.		16
52. S. 58.	E.	56—To the Thames River.

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1189,60 Rods between Norwich and Montville by Trading Cove Brook and Trading Cove.

V. Line between Norwich and *Preston*, following the course of the Thames and Shetucket Rivers—commencing at Trading Cove. To the place of the old bridge at the mouth of the Shetucket, (copied from survey of Rail Road,) 2 miles, 160 rods; to Lathrop's bridge, 3 miles, 80 rods; whole distance, 5 miles, 240 rods.

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## ROADS AND STREETS.

I. Norwich & Woodstock Turnpike, commencing survey at Dr. Strong's Meeting-house.

Courses.	Distance.
deg. min.	Rods.
1. N 57. 15. E	50,80—To School house.
2. S 81. 20. E	58,40—To brook.
3. N 87. 25. E	22,20—To Scotland road. [Ox hill.
4. N 66. 45. E	18—To road to Lathrop's Bridge, over
5. N 55. 15. E	50,40
6. N 36. 45. E	368
7. N 42. E	200—Cross road.
8. N 38. E	244—To Billings' Hotel, and old road.
9. N 34. 45. E	250—Old road on left,
10. N 35. 30. W	20—Old road on left.
11. N 50. 15. E	36—To Lovett's Bridge.

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1317,80 Rods. 4 miles 37,80 rods.

II. Road from Court House to Lathrop's Bridge: leaving road No. 1 at the end of course 4th.

Courses.	Distance.
deg. min.	Rods.
1. S 78. 45. E	22
2. S 74. 15. E	14,80
3. S 77. 30. E	34—To road from Centre hill
4. N 33. 45. E	14,20
5. N 63. E	25,60
6. N 26. 40. E	48,80
7. N 66. 45. E	22,20
8. N 42. 30. E	45
9. N 58. 40. E	32
10. N 76. 45. E	32
11. N 65. 10. E	40,40
12. N 70. 10. E	25,80
13. N 41. E	28—To road on left.
14. S 80. 15. E	20
15. S 86. 30. E	30
16. N 75. 10. E	31,60
17. N 85. 20. E	39
18. S 67. 45. E	25,40
19. S 53. E	20
20. S 69. 45. E	14
21. N 73. E	21,20
22. S 86. 45. E	23,20
23. S 31. 20. E	32,20
24. S 62. 15. E	14
25. N 78. E	55
26. S 51. E	19,20
27. S 13. 20. E	32
28. S 47. E	8
29. S 61. 45. E	52—To Lathrop's Bridge.

821,60 Rods. [4th, road No. 1.  
149,40 From Court House to end of course

971 Rods from Court House to Bridge: 3 miles, 11 rods.

III. Road leaving road No. 2 at the end of course 13th, near E. Lathrop's, and intersecting the Norwich & Woodstock Turnpike near Billings' Hotel.

Courses. deg. min.	Distance. Rods.
1. N 49. 20. E	55,20
2. N 27. 30. E	30
3. N 67. 30. E	10,80—To Sachem's Brook.
4. N 34. E	16
5. N 25. 50. E	12
6. N 3. 45. E	31
7. N 10. 15. E	86
8. N 24. 45. E	55,40—To cross road by D. Pitcher's.
9. N 57. 15. E	36
10. N 39. 10. E	53,20
11. N 42. 20. E	36
12. N 15. 30. E	60,80 [Woodstock Turnpike.
13. N 2. 30. W	84—To School house,—to Norwich &
	566,40 Rods.

IV. Old road leaving Norwich and Woodstock Turnpike, and terminating in said Turnpike near Lovett's Bridge.

Courses. deg. min.	Distance. Rods.
1. N 5. 20. W	26—To Brook.
2. N 33. 15. E	16,80
3. N 5. 45. W	20
4. N 12. 20. E	44
5. N 6. E	24
6. N 31. 45. E	32
7. N 58. 40. E	60
8. S 68. 40. E	18
9. N 62. E	24—To Turnpike.
	264,80 Rods.

V. Scotland Road, (so called,) commencing at intersection of Norwich and Woodstock Turnpike, near Avery's old Store.

Courses. deg. min.	Distance. Rods.
1. N 2. 00. E	35,60
2. N 61. 15. W	14
3. N 14. 30. E	24
4. N 25. E	68

5. N 30. 30. W	16
6. N 6. 10. W	32
7. N 29. 30. W	16
8. N 28. 20. E	84
9. N 1. E	121,20
10. N 4. 30. E	118
11. N 29. 10. E	48
12. N 20. 10. E	61,80
13. N 66. 15. E	58
14. N 49. 20. E	44
15. N 31. E	64
16. N 59. 15. E	25,20
17. N 39. 20. E	45
18. N 26. 30. E	24
19. N 3. 45. W	48
20. N 22. 45. E	21,20
21. N 52. 20. E	24
22. N 30. 30. E	20
23. N 39. 45. E	58
24. N 26. 45. E	28
25. N 5. 15. E	39,20
26. N 31. 45. E	36
27. N 47. 15. E	24
28. N 21. 30. E	27,60
29. N 18. 20. W	74—To Cold Brook.
30. N 19. 30. E	10,40
31. N 28. 45. E	21
32. N 17. 45. E	43—To the Franklin line.

1373,20 Rods. 4 miles 93,20 rods.

VI. Read from the Scotland road over the eastern part of Plain Hills; commencing near the house formerly belonging to M. Tracy.

Courses. deg. min.	Distance. Rods.
1. N 21. 50. E	78,80
2. N 4. 30. E	26,40
3. N 40. 50. E	68
4. N 17. 45. E	24
5. N 7. E	37,40
6. N 5. W	50,40—Cross Road.
7. N 39. 45. W	32—Cold Brook.

8. N 71. W	17,20
9. N 1. 30. E	18
10. N 30. 20. W	76,80
11. N 41. 15. W	27
12. N 71. W	19,20—Road.
13. N 9. W	16
14. N 8. W	28
15. N 51. 30. E	38,60
16. N 18. 30. E	12
17. N 27. 15. E	16
18. N 17. 30. E	41,60—To the Franklin line.

627,40 Rods.

VII. Road connecting roads No. 5 and No. 6; commencing at the School house on the Scotland Road.

Courses. deg. min.	Distance. Rods.
1. N 65. W	14
2. N 81. 15. W	16—To Spring brook.
3. N 80. 15. W	16
4. N 81. 5. W	24
5. N 61. W	24
6. N 49. 30. W	12—To road to Plain hills. (See road No. 6.)

106.

VIII. Road connecting the Scotland road and the Norwich and Woodstock Turnpike; commencing at the end of course 17th in the Scotland Road.

Courses. deg. min.	Distance. Rods.
1. S 59. E	23
2. S 44. 30. E	36,60
3. S 64. 45. E	24
4. S 23. 10. E	90,40
5. S 10. 30. E	133—To turnpike near D. Pitcher's.
6. S 26. E	57
7. N 78. 30. E	20—To old road. (See road No. 3)

384 Rods.

IX. Road commencing at Townsend's Store, 30 rods north-easterly from Dr. Strong's meeting house, and terminating in the Scotland road.

Courses. deg. min.	Distance. Rods.
1. N 8. 45. E	17,20
2. N 41. E	15,60
3. N 28. 40. E	22
4. N 3. E	38,40
5. N 25. 15. W	24—16 to Brook.
6. N 6. 35. E	54,80—52 to Brook.
7. N 8. W	20
8. N 64. 45. W	16
9. N 14. 45. E	24
10. N 28. 20. E	39,60
11. N 6. 35. E	30
12. N 1. 30. E	17,40
13. N 21. W	14,20
14. N 32. E	87,60
15. N 6. 30. W	17,60
16. N 22. 15. E	35,40
17. S 80. 30. E	60,80—To Scotland Road. (See road 534,60.)

X. Norwich and Hartford Turnpike, from the Court House to the Bozrah line.

Courses. deg. min.	Distance. Rods.
1. N 48. 20. W	18,52—To Dr. Strong's Meeting-house
2. S 74. 20. W	23,20 [and the Union Hotel.
3. N 62. W	25,40
4. S 86. 45. W	20
5. N 42. W	13,60
6. N 11. 45. W	25,20 [house.
7. N 46. W	106—68 to Hammer Brook, 28 School
8. N 26. 45. W	52—40 to road to Waweecus hill. 52
9. N 14. 45. W	16 [to School house.
10. N 33. 15. W	8—To Methodist Church, Westville,
11. N 45. 45. W	11,20 [and road to Plain Hills,
12. N 59. 40. W	30,80—Road to Factory.
13. N 76. 15. W	20
14. N 61. 15. W	20,80—To the Yantic River.

15. N 82. 30. W	88
16. N 63. W	16
17. N 74. 30. W	55,20—Backus.
18. N 17. 30. W	14—Turnpike to Windham.
19. N 35. W	29,20—8 Yantic Woolen Factory.
20. N 50. W	25,20
21. N 31. W	14,60
22. N 43. 50. W	32
23. N 80. 45. W	74—To Bozrah line.

738,92 Rods. 2 miles, 98,92 rods.

XI. Turnpike from Yantic Factory to the Franklin line.

Courses.	Distance.
deg. min.	Rods.
1. N 12. 15. W	48
2. N 2. 30. W	19,60

67,60 Rods.

XII. Road from Turnpike, by Capt. Gifford's.

Courses.	Distance.
deg. min.	Rods.
1. S 73. 30. W	38,40—34,40 House.
2. S 39. 30. W	18—8 to house. [Bozrah.
3. S 72. 45. W	24—To the line between Norwich and

80,40 Rods.

XIII. Road from the Turnpike, near E. Backus' in Westville, to Woolen Factory, Pottery, &c.

Courses.	Distance.
deg. min.	Rods.
1. S 30. 50. W	21,20
2. S 52. 45. W	21,20
3. S 15. 50. W	17,60—To Grist Mill.
4. S 53. 15. E	2—To Pottery. [tic River.
5. S 41. W	8—4 to Woolen Factory. 8 to Yan-

70 Rods.

XIV. Road over Plain Hills from Westville; commencing at Methodist Church.

Courses. deg. min.	Distance. Rods.
1. N 45. 00. E	24
2. N 51. 15. E	32—16 to Red Brook.
3. N 29. 20. E	38,80
4. N 43. 00. E	13,40
5. N 33. 15. E	41,60
6. N 12. 50. E	25,80
7. N 2. 30. E	32
8. N 10. 30. E	94,80
9. N 19. 20. E	74
10. N 00. 30. E	48
11. N 34. 45. E	14,80
12. N 14. 15. W	12
13. N 04. 45. E	16
14. N 04. 15. E	38
15. N 05. 45. W	32,40
16. N 09. 45. W	59,40
17. N 07. 10. E	28
18. N 26. 15. E	40
19. N 16. 20. E	71
20. N 07. 40. E	48
21. N 01. 30. E	20—16 School house.
22. N 01. E	82,40
23. N 12. 45. E	62,60
24. N 72. 40. W	30,40
25. N 02. 15. E	48—To the line between Norwich & [Franklin. 1027,40 Rods. 3 miles, 67,40 rods.

XV. Road from Westville to Waweeucus hill, over Quarter Bridge.

Courses. deg. min.	Distance. Rods.
1. S 36. 00. W	93,80
2. S 42. 30. W	108—73,80 to Quarter Bridge.
3. S 49. 15. W	28—Road.
4. S 26. 45. W	63,20
5. S 04. 30. W	14,80
6. S 16. W	20
7. S 30. W	23—To road.
8. S 55. 45. W	36
9. S 31. W	12

10. S 67. 30. W	50
11. S 83. 30. W	33,60
12. N 1. E	8,60
13. N 29. 45. W	10,80
14. N 85. W	17,60
15. S 44. 45. W	41
16. S 76. 30. W	12
17. S 47. 40. W	98—50 to School house.
18. S 52. W	20
19. S 74. 30. W	100—Road.
20. S 6. 30. E	28
21. S 60. 15. W	4—To the line between Norwich & Bozrah.

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824,40 Rods. 2 miles, 184,40 rods.

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XVI. Road from the above by Eliab Rogers' to the line between Norwich and Bozrah.

Courses. deg. min.	Distance. Rods.
1. S 45. 15. E	16
2. S 26. 45. E	12
3. S 2. 45. W	18,40
4. S 14. W	37,20
5. S 32. 30. W	46,40
6. S 38. 50. W	64
7. S 34. 20. W	44
8. S 67. 15. W	63
9. S 24. 00. W	32
10. S 58. 10. W	36
11. S 34. 45. W	72
12. S 53. 00. W	32
13. N 71. 00. W	84
14. N 42. 00. W	16
15. S 64. 00. W	8—To line between Norwich & Bozrah.

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581 Rods.

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XVII. Norwich and New London Turnpike, from the Court House to the line between Norwich and Montville.

Courses. deg. min.	Distance.
1. S 15. 00. W	Rods. [102,40 House—142 old road.
2. S 13. 30. W	142—36 Yantic River—74,40 Darby, 88—68 road to Paper mill.
3. S 23. 00. W	50,40
4. S 51. 45. W	28
5. S 29. 50. W	62
6. S 11. 00. W	15
7. S 25. 50. W	68
8. S 34. 15. W	28—Old road.
9. S 2. 45. W	53
10. S 14. 50. W	216—Cross road.
11. S 9. 15. W	76,80—24 Norwich & Salem Turnpike.
12. S 00. 15. W	96
13. S 05. 15. E	40
14. S 19. 45. E	47,20
15. S 5. 15. E	46,80
16. S 00. 45. E	48—Maples.
17. S 00. 15. E	15,20 [line between N. & Montville.
18. S 16. 30. W	20—To Trading Cove Brook, and the

1140,40 Rods. 3 miles, 180,40 rods.

XVIII. Norwich and Salem Turnpike, from the west end of Wharf Bridge to the line between Norwich and Bozrah.

Courses. deg. min.	Distance.
1. N 86. 00. W	Rods. 58
2. N 76. W	31—Asylum street.
3. S 55. W	180—Old road.
4. S 64. W	78—To Norwich and N. London road.
5. S 69. 20. W	232—Old road.
6. S 65. W	156
7. S 86. W	18—Old road.
8. N 83. 15. W	38,40
9. S 75. W	56 [course 10th.]
10. S 85. W	32 [Bozrah. (See Boundary No. 3,
11. N 84. W	64—To the line between Norwich &

943,40 Rods. 2 miles, 303,40 rods.

XIX. Old road leaving the Norwich & New London Turnpike 142 rods from the Court House, and terminating in the Salem Turnpike near G. Lewis'.

Courses. deg. min.	Distance. Rods.
1. S 46. 00. W	110
2. S 21. 45. W	28
3. S 45. 40. W	28
4. S 39. W	78
5. S 22. 45. W	22
6. S 1. E	10
7. S 25. 15. E	36
8. S 6. 15. E	18
9. S 42. 5. W	43
10. S 60. W	33
11. S 24. 30. W	42
12. S 15. 50. W	52
13. S 2. W	64
14. S 5. 15. W	40
15. S 15. 30. W	24
16. S 11. W	28—28 Road by School house.
17. S 55. W	27
18. S 61. 30. W	24
19. S 40. 15. W	76—Norwich and Salem Turnpike.

783 Rods. 2 miles, 143 rods.

1. S 10° 30' E 54,80 rods. Connecting the above road with the Norwich and New London road, north of J. Lathrop's.

XX. Road connecting road No. 19 with the Norwich and New London road at R. Morgan's, and thence running easterly and terminating in the Norwich and Salem Turnpike.

Courses. deg. min:	Distance. Rods.
1. N 72 15. E	15,20—Brook. (See No. 19, course 16.)
2. S 66. E	11,20—4 School house.
3. N 85. E	26—To Norwich & N. London Turnpike. (See No. 17, course 10.)
4. S 14. 50. W	6—On Turnpike.
5. S 85. 45 E	36
6. N 53. 30. E	36
7. N 71. 30. E	80 [(See No. 18, course 3.)]
8. S 82. E	16—Norwich and Salem Turnpike.—

226,40 Rods.

**XXI. Road from 1st Congregational Church to Main street,  
near Wharf Bridge.**

Courses. deg. min.	Distance. Rods.
1. S 48. 20. E	18,52—17,20 Court House. 4 Post Office.
2. S 42. 40. E	44,60
3. S 50. 45. E	16,44—14 Brook.
4. S 34. 30. E	25,60
5. S 69. 50. E	26
6. S 50. 00. E	28,40
7. S 32. 45. E	18,40—Road from Ox hill.
8. S 18. 00. E	42,80—Road to the Falls.
9. S 14. 20. E	110—To City line; Broadway.
10. S 06. 10. E	124—To Common street; Prospect st.
11. S 09. 00. W	82—10 Yantic street; Broad street.
12. S 08. 05. E	44—Burying Ground.
13. S 16. 00. E	8,80
14. S 29. 20. E	8
15. S 48. 00. E	23,48
16. S 42. 15. E	8—Noted Elm Tree, and Church-st.
17. S 21. 15. E	6—To Main street.
<hr/>	
	635,04 Rods.

**XXII. Yantic Street, from Washington street.**

Courses. deg. min.	Distance. Rods.
1. N 82, 00. W	24
2. N 88, 30. W	16,80
3. N 22, 00. W	6
4. N 26, 00. E	36
5. N 14, 20. W	9
6. N 31, 15 W	12
7. N 78, 20. W	20—Iron Foundry. School House.
8. S 83, 40. W	16—Thames Cotton Factory.
9. N 76, 15. W	12—8 Paper Mill.
10. N 82, 45. W	21,80
11. N 12, 00. W	9,60
12. N 32, 40. E	9,60
13. N 56, 20. W	28—Prospect street.
14. N 25, 00. E	80—50 Common street. 80 City line.
15. N 50, 40. E	14,40
16. N 17, 40. E	25,20

17. N 53, 30. E	22,40
18. N 40, 30. E	24—Central Road. (See No. 21.)
<hr/>	
386,80 Rods.	

## XXIII. Prospect Street, from Washington street.

Courses. deg. min.	Distance. Rods.	[street.]
1. N 74, 20. W	123—37 3d Cong. Church.	123 Yantic
2. S 61, 30. W	27—11,20 to Methodist Church.	
3. S 89, 00. W	8	
4. N 57, 30. W	16	
5. S 86, 20. W	22—To west side of Paper Mill bridge.	
<hr/>		
196 Rods.		

XXIV. Common Street, from Washington to Yantic street.  
1. N 70° 00' W 100 Rods.

## XXV. Road from Paper Mill Bridge to Norwich and New London Turnpike.

Courses. deg. min.	Distance. Rods.
1. S 17, 20. W	28—Asylum street.
2. S 49, 30. W	36
3. S 33, 30. W	84
4. S 49, 30. W	24
5. S 34, 00. W	35,20
6. S 60, 00. W	29,20
7. S 31, 00. W	18,40—To the Turnpike.
<hr/>	
254,80 Rods.	

## XXVI. Asylum Street.

Courses. deg. min.	Distance. Rods.
1. S 26, 00. E	19
2. S 68, 00. E	17,60
3. S 49, 15. E	29,20
4. S 30, 30. E	12
5. S 03, 15. W	21
6. S 16, 12. W	56—20 Alms House..

7. S 11, 50. W	36,80
8. S 26, 30. E	20
9. S 58, 45. E	16
10. S 34, 20. E	8
11. S 11, 45. E	40
12. S 75, 00. E	32—To Norwich & Salem Turnpike. [(See No. 18, course 2.)]

307,60 Rods.

XXVII. Road from Paper Mill Bridge to the Turnpike, by Paper Mill.

Courses. deg. min.	Distance. Rods.
1. N 04, 40. W	15,40
2. N 21, 00. E	14,40
3. N 50, 00. E	11,20
4. N 01, 30. E	12—To Paper Mill and City line.
5. N 38, 00. W	10,80
6. N 22, 30. W	24
7. N 75, 30. W	16—Turnpike. (See No. 17, course [3.])

103,80 Rods.

XXVIII. Broadway.

1. S 30° 30' E	236 rods.
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XXIX. Warren Street.

1. S 05° 00' W	52 rods.
2. S 23° 20' W	12—To Union street. To Bath street.
64 Rods.	

XXX. Union Street, from Broadway to Main-street. (See No. 29.)

Courses. deg. min.	Distance. Rods.
1. S 19, 00. E	44—End of Park, and Park street.
2. S 00, 20. W	29,80
3. S 01, 40. E	34,40
4. S 28, 50. E	19,20—To Church street.
5. S 02, 15. W	28,40—To Main street.

155,80 Rods.

## XXXI. Crescent Street.

Courses. deg. min.	Distance. Rods.
1. S 47° 20' E	56
2. S 25° 00' E	32—To street by Stone house.
3. S 08° 10' E	40—To Broadway. (See No. 28.)

128 Rods.

## XXXII. Church Street, from Washington to Union. (See No. 21, course 16.)

Courses. deg. min.	Distance. Rods.
1. S 81° 45' E	12 [6,40 City Hall.
2. S 86° 00' E	17,60—3,20 to Episcopal Church ;—
3. N 72° 00' E	21,60—2d Congregational Church.
4. N 64° 30' E	12—Conference House. (course 4.)
5. N 22° 20' E	14,80—To Union street. (See No. 30,

78 Rods.

## XXXIII. Court Street. (See No. 32, course 3d.)

Courses.	Distance.
1. N 20° 30' W	10 rods. To School street.

## XXXIV. School Street.

Courses.	Distance.
1. S 70° 00' W	16,80 rods. To Female Academy.
2. S 85° 30' W	19,80—Rear of City Hall.

36,60 Rods.

## XXXV. Bath Street. From Union to Franklin.

Courses.	Distance.
1. S 29° 30' E	22 rods.
2. S 49° 20' E	17

39 rods.

## XXXVI. Broad Street, from Washington to Broadway. (See No. 21, course 11.)

Courses.	Distance.
1. N 84° 00' E	23,20 rods. School house.

2. N 60° 30' E

36—To Broadway. (See No. 28.)

59,20

XXXVII. Main Street, from Union street to the Toll bridge.

Courses. deg. min.	Distance. Rods.
1. N 83, 00. E	23,60—17,20 To Franklin street.
2. S 77, 00. E	15,20—12 To Cliff street.
3. S 69, 40. E	20—4 Universalist Church.
4. S 83, 00. E	44—Toll Bridge.

102,80

From Union to Water-st., 23,20 rods,  
thence to Washington, street, 40.S 07° W 60—to road to N. London, near  
— [west end of Wharf bridge.  
226 Rods.

XXXVIII. Water Street, from Main to intersection of Washington and Main, 51,20 Rods.

XXXIX. Shetucket Street, from Union to Dock street,  
47,60 Rods.

XL. Dock Street, from Water street to Wharf, 25,20 Rods.

XLI. Turnpike from Main street to Lathrop's Bridge.

Courses. deg. min.	Distance. Rods.
1. N 22, 45. E	78,80
2. N 34, 00. E	41
3. N 57, 30. E	61,60
4. N 83, 45. E	24,20
5. N 44, 48. E	33,60
6. N 50, 20. E	24
7. N 38, 55. E	31,40
8. N 53, 12. E	38,60
9. N 80, 30. E	14,20
10. N 80, 05. E	50,40
11. N 78, 15. E	10,80
12. N 56, 30. E	38,40
13. N 33, 08. E	47,60

14. N 15. 20. E	49,20
15. N 18. 00. E	90—28 to Brook.
16. N 22. 45. E	64
17. N 31. 30. E	20
18. N 36. 30. E	144—76 to Sachem's Brook.
19. N 50. 00. E	51,40—To Lathrop's Bridge.

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903,20

XLII. Norwich and New London Turnpike, from intersection of Norwich and Salem Turnpike near West end of Wharf Bridge, to the line between Norwich and Montville.

Courses.	Distance.
deg. min.	Rods.
1. S 21. 45. E	80
2. S 05. 00. E	37,20
3. S 05. 15. W	33,40
4. S 19. 00. W	20
5. S 37. 00. W	98,80
6. S 33. 20. W	92—56 Brook.
7. S 43. 20. W	48
8. S 53. 00. W	200
9. S 28. 30. W	98,40 [between Norwich & Montville.
10. S 40. 06. W	36—To Trading Cove brook and line

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743,80 Rods.

XLIII. Mount Pleasant Alley, from Thames street to Norwich and Salem Turnpike.

Courses.	Distance.
deg. min.	Rods.
1. S 88. 50. W	48—12 to street above Baptist Church.
2. S 63. 30. W	13,60
3. N 84. 00. W	66
4. N 39. 30. E	24
5. N 50. 20. W	23,20
6. N 03. 36. W	12—To Norwich & Salem Turnpike.

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186,80 Rods.

XLIV. High Street, from Main-st. to Mount Pleasant Alley.

Courses.	Distance.
1. S 24° 15' E	65,60—33,60 to Baptist Church.
2. N 85° 15' E	12,80
<hr/>	
	78,40 Rods.

XLV. Greeneville Road, commencing survey at line of Main street, 10 rods west of Toll Bridge.

Courses.	Distance.
deg. min.	Rods.
1. N 56. 08. E	13,4
2. N 47. 08. E	00,45
3. N 33. 18. E	00,55
4. N 33. 56. E	4
5. N 32. 56. E	4
6. N 42. 26. E	4
7. N 48. 26. E	4
8. N 43. 56. E	4
9. N 40. 51. E	4
10. N 39. 12. E	4
11. N 52. 56. E	4
12. N 64. 31. E	4—L. & F. Roath.
13. N 62. 01. E	4
14. N 69. 26. E	4
15. N 71. 26. E	4
16. N 81. 26. E	4
17. N 80. 26. E	3,6
18. N 80. 26. E	00,19
19. N 86. 03. E	29,18—Cross road leading to Riding-
20. N 72. 51. E	2—Cross said road. [way.
21. N 72. 51. E	35
22. N 72. 51. E	21,6
23. N 82. 31. E	48
24. N 75. 46. E	4
25. N 72. 08. E	6,22
26. N 72. 08. E	1,3
27. N 82. 13. E	4
28. N 00. 59. E	4
29. N 72. 17. E	8
30. N 66. 15. E	4
31. N 48. 00. E	8
32. N 59. 30. E	12

33. N 37. 55. E      28—T'o Canal.  
 Thence northerly to Dam 280

569 rods, 3 links. 1 mile, 249 rods, 3 links.

XLVI. Greeneville Road, commencing at the Dam.

Courses. deg. min.	Distance. Rods.
1. N 22. 45. E	47
2. N 42. 00. E	9,5
3. N 28. 15. E	30
4. N 45. 00. E	97
5. N 20. 30. E	10,14
6. N 16. 00. E	10,10
7. N 31. 00. W	6,15
8. N 46. 00. W	7,1
9. N 72. 00. W	6,23
10. N 46. 30. W	4,8
11. N 22. 00. W	22,19
12. N 30. 45. W	17,12
13. N 05. 30. W	10,13
14. N 04. 04. E	10
15. N 00. 10. E	13

303 Rods. To Turnpike road.

XLVII. Yantie River and the Cove; commencing survey at west end of Wharf Bridge.

Courses. deg. min.	Distance. Rods.
1. N 32. 00. W	31
2. S 72. 30. W	15,40
3. N 22. 15. W	31
4. N 32. 20. W	20
5. N 46. 00. W	30,40
6. N 02. 50. W	16
7. N 10. 00. W	24
8. N 24. 15. E	12
9. N 14. 00. W	38
10. N 46. 30. E	14
11. N 34. 00. W	14,40
12. N 34. 00. E	9,40—Head of Cove, and mouth of

[ Yantic River.

13. N 39. 30. W	4
14. N 09. 30. E	6,60
15. N 90. 00. W	15
16. N 14. 30. W	4
17. N 28. 00. E	6
18. N 74. 00. E	4—
19. N 01. 40. E	across the River from south
20. N 77. 00. W	6,60 bank to Yantic street along
21. N 53. 15. W	17,20 the North.
22. S 54. 00. W	36—Woolen Factory.
23. N 84. 15. W	20—10 to Oil mill and Grist mill.
24. N 30. 00. W	23—Ditch.
25. S 85. 30. W	13— This course across the River
26. N 46. 15. W	18— at Paper mill bridge, from the
27. N 02. 15. W	20,72 east side of the east branch of
28. N 76. 50. E	36,40 the stream to the west side of
29. N 54. 05. W	15,76 said Bridge.
30. N 33. 10. W	24
31. N 58. 55. E	11,56
32. N 13. 48. W	58
33. N 29. 00. E	47,20
34. N 73. 20. E	42
35. N 30. 00. E	28,80
36. N 43. 45. W	18,52
37. N 44. 10. W	42,48
38. N 77. 15. W	24,88
39. N 87. 45. W	34—To Lathrop's Bridge.
40. N 69. 40. W	81,80
41. N 58. 30. W	53,28—To Hammer brook.
42. N 31. 05. W	15,40
43. N 71. 40. W	29
44. N 47. 15. W	29,76
45. N 59. 30. W	20
46. N 15. 30. W	28
47. N 17. 20. W	21,68
48. N 63. 45. W	67,20—16 to Quarter Bridge.
49. N 83. 30. W	40,60—To Woolen Factory, Pot'ry, &c.
50. N 25. 15. W	43,52
51. N 56. 15. E	28,20
52. N 72. 50. E	20,40
53. N 44. 20. E	12,20
54. N 68. 50. W	12—To Bean hill Bridge.
	8,80—Across the bridge.

55. N 33. 00. E	36
56. N 56. 15. W	22,72
57. S 31. 12. W	33,48
58. N 86. 45. W	35
59. N 76. 50. W	50,08
60. S 88. 00. W	11,72
61. N 85. 00. W	26,44
62. N 58. 00. W	8
63. N 29. 45. W	20,40
64. N 49. 00. W	13,40
65. N 17. 30. W	19,60—To Yantic Woolen Factory.
66. N 05. 00. W	47,60
67. N 06. 15. W	44
68. S 74. 45. W	[& Franklin ; 14,52 to bridge
69. S 70. 30. W	14,52—4,52 to the line between N.
70. N 67. 45. W	13—To line between N. and Franklin.
71. N 80. 00. W	5,20 ]
72. S 52. 15. W	24 [cross Yantic Gore.
73. N 72. 00. W	16 Courses 70, 71, 72, 73, 74, a-
74. N 25. 00. W	27,20 ]
75. N 41. 50. W	17,80 ] [Bozrah.
	26—To the line between Norwich &

1856,92 Rods. 5 miles, 256,92 rods—42,40 rods of which is across the stream at 3 places, nearly at right angles to its course.

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Thames River ; commencing at Wharf Bridge, to mouth of Trading Cove, 2 miles, 173 rods.

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Whole length of Roads in Town, 63 miles.

Declination of the Magnetic Needle,  $6^{\circ} 27'$  west.

Owing to the Author's absence at the time the above Notes were printed, the following and a few other slight errors were committed.

### ERRATA.

Page 7, line 3, after 634 read 66 to Scotland road.

" " 4, " 888 " 704 to Yantic Brook. 854 to [Yantic River.

" " 23 from the top, after 260,80 read 160 to noted, &c.

" " 25 " " 560 read 44 to road, 218 to [road, 508 to Bozrah Brook.

Page 9, line 12 fr. bottom, read 50,80, 25,60 to School house.

" " 11 " " 58,40, 4 to Brook.

" " 4 " " 250, 44 to old road on left.

" 11, " 5 fr. top, " 10,80, 7 to Sachem's brook.

" 15, " 15 " " 84, 66,40 to School house.

" 18, " 13 fr. bottom, " 180, 168 old road.

" " 12 " " 78, 76 to N. & N.L. turnpike.

" 20, " 5 fr. top, dele 4 Post Office.

" " " " read 44,60, 4 Post Office.

" " 13, " " 110, 78 to City line, 105 to [Broadway.

" " 14, " " 124, 11,60 to Common-st, 56,80 [Prospect-st.

" " " 16, " " 44, 34 to Burying ground.

" " " 10, fr. bottom, read 20, 10 Iron Foundry, 20 school [house.

" " " 9, " " 16, 12 Thames Cotton Factory.

" 22, " 15 fr. top, " 12, 6 to Paper mill & City line.

" " " 3 fr. bottom, 19,20, 13,20 to Church-st.

" 23, " 5 fr. top, read 32, 20 to street by stone house.

" 23, " 12 fr. bottom, dele Female Academy.

" 23, " 11 " read 19,80, 3,60 Female Academy, [19,80 rear of City Hall.

On page 4 read lon.  $72^{\circ} 7'$ .

The distances in Roads No. 45 and 46 are in rods and *links*.

On all the figure work to the 25th page, when no fraction of a rod occurs, the rods are placed in the fractional column.



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